



Bar Harbor, Maine

MINI-PLAN FOR TOWN HILL VILLAGE

May 2009, Revised January 2010

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INTRODUCTION

The Town Hill Mini-plan expands on the vision for the Village at Town Hill, which was outlined in Bar Harbor's 2007 Comprehensive Plan. It provides an overall conceptual plan for Town Hill with recommendations for modification of the Town's zoning, comprehensive plan, land use management, and public investment strategies to guide development in the Village for the next four to five decades.

As part of preparing the Mini-plan, the community discussed unresolved issues specific to the Town Hill neighborhood including village form, pedestrian safety, and water quality. The Mini-plan addresses these issues as well as greenbelts, road and trail interconnections, plantings and streetscapes, open space, community gardens, greens, and play areas, historic resources, affordable housing, parking, bus service, economic development, and benchmarks for growth within and around the Village.



The Town Hill Village study area, with existing buildings highlighted in gold. Note the long, dead-end roads extending off the main roads into large, previously unfragmented, wildlife habitat.

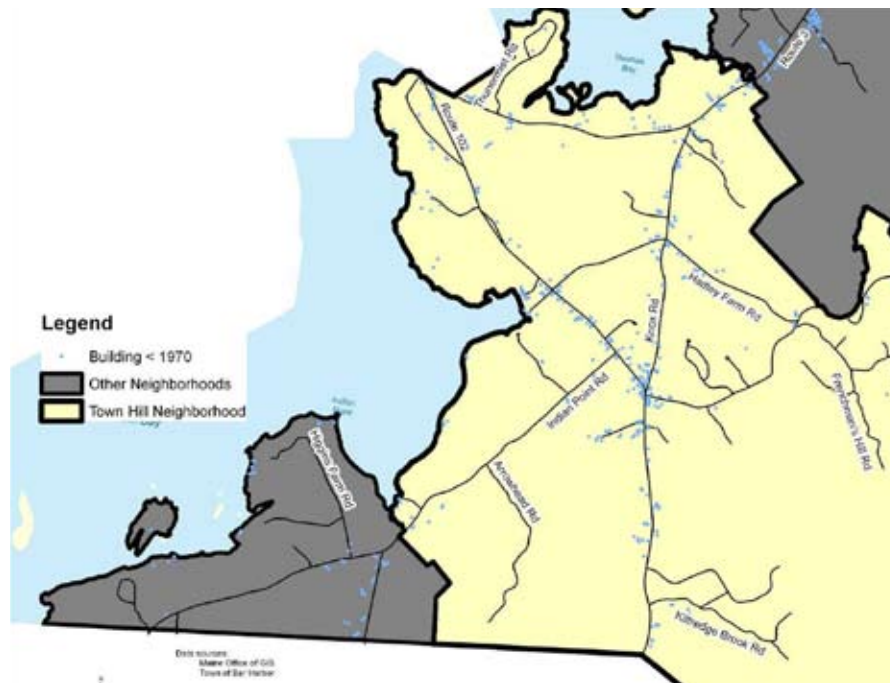
Town Hill Growth Trends¹

In 1950, most of the 205 buildings in Town Hill were located within the current Village Center in the Town Hill Growth Area. Buildings not in the Village Center were generally clustered along the main roads. There was very little growth in Town Hill over the '50's. By 1960, only 26 new structures had been built. Most were located near existing structures or along the main roads. The number of structures increased approximately 13%.

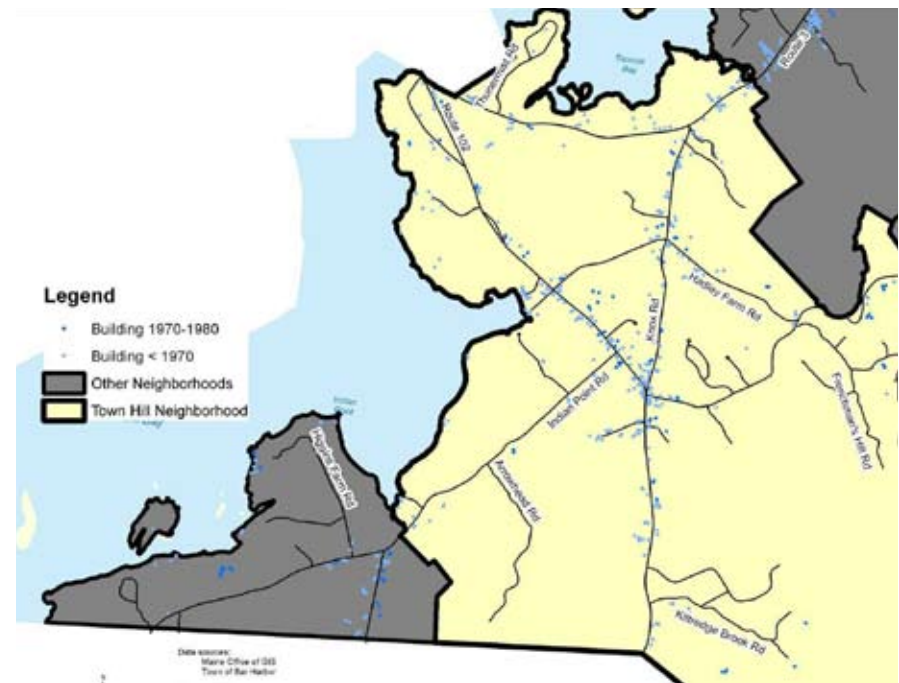
Nearly three times as many new housing units were built in Town Hill in the '60's. In addition, the location of the 73 new structures was different than the previous development pattern, with many structures being built near the edges of Town Hill rather than in the Village Center.

By 1970, the neighborhood had grown 32% to include 304 structures. Another 71 new structures were built in the '70's, mostly along Route 102. Residential subdivisions, a relatively new phenomenon, began to be built along Kittredge Brook Road in the southern part of Town Hill.

¹With thanks to Isabel Mancinelli, Gordon Longworth, and their May 2008 College of the Atlantic Land Use Planning Class, Town Hill Project Final Presentation.



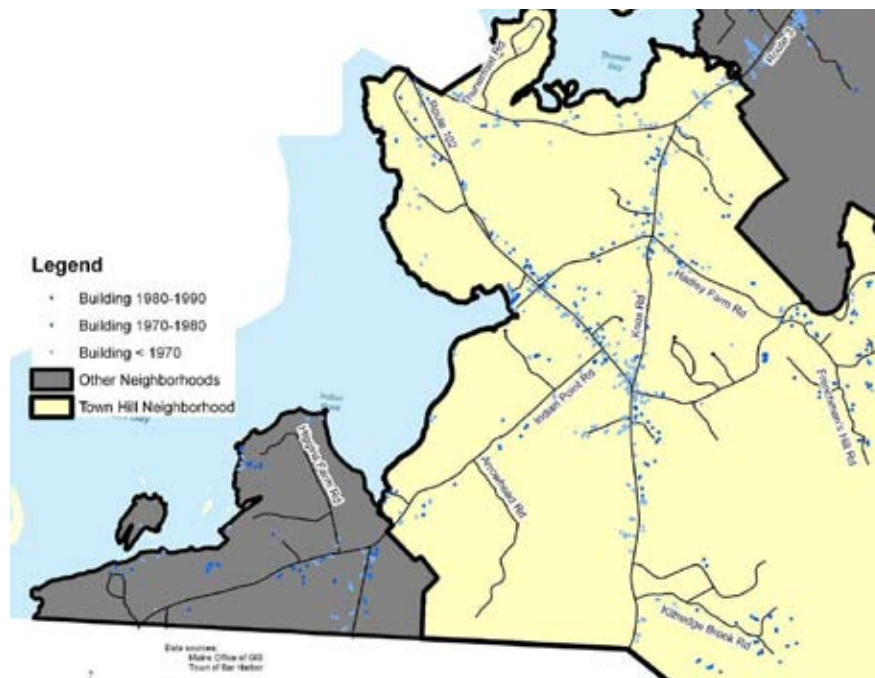
Housing Units Prior to 1970



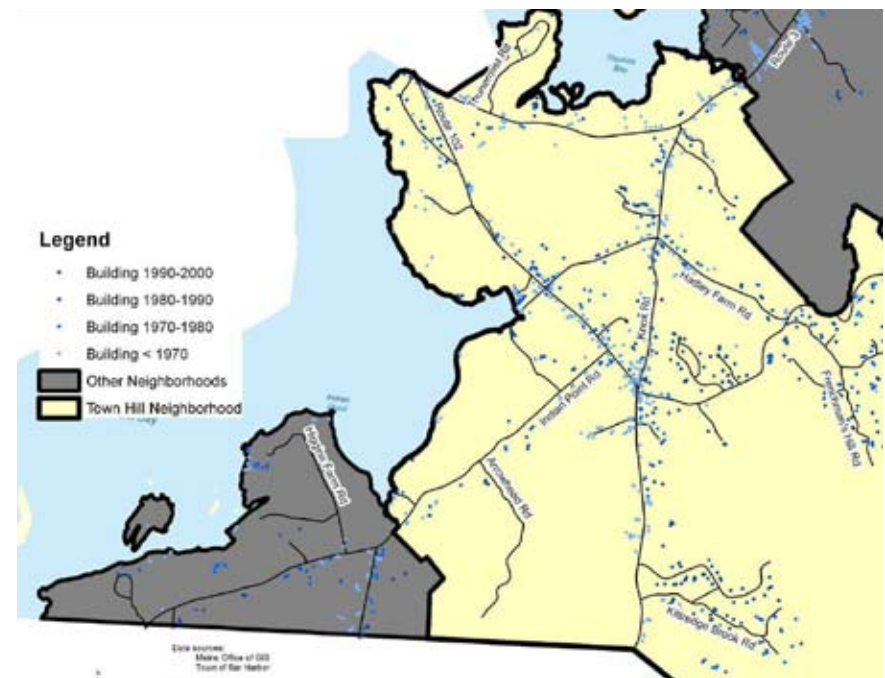
Housing Units in 1980

The '80's saw more than twice as many new buildings built than the '70's. Many of the 164 new structures extended off main roads into large blocks of previously unfragmented habitat. Some land, formerly owned by Acadia National Park, became available for development.

The growth rate increased somewhat in the '90's, when 244 new structures were added. The trend of subdividing and developing land off the main roads continued. The new subdivisions required more infrastructure than the traditional buildings clustered along the main roads and contributed to the loss of wildlife habitat and open space in Town Hill.



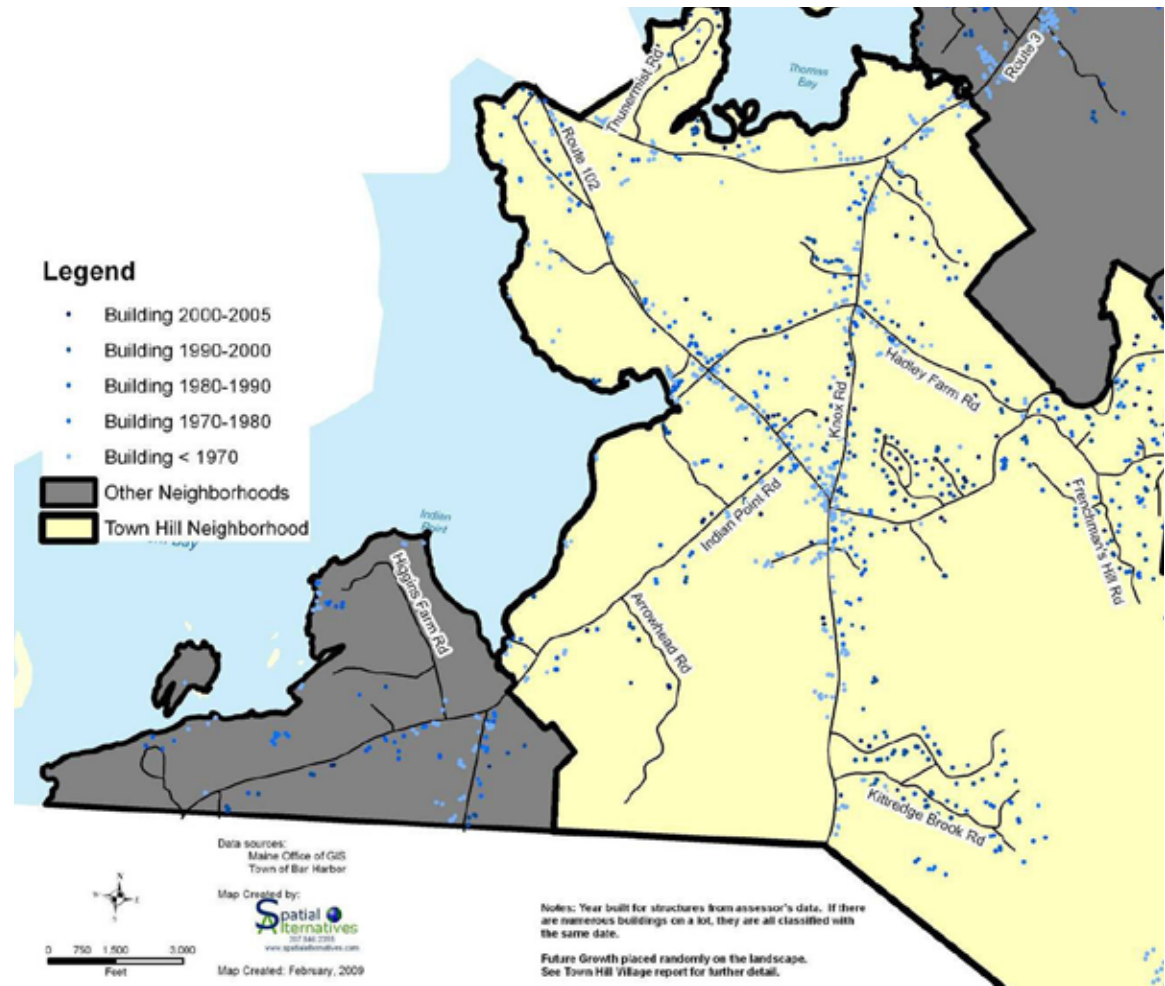
Housing Units in 1990



Housing Units in 2000

This map shows the buildings which were built between 2001 and April 2008. The Town Hill neighborhood has experienced significant growth for the past 30 years. What was once a largely centralized village has begun to sprawl across the countryside. As more conventional subdivisions are built, the open space which contributes to the rural character of neighborhood of Town Hill is being lost.

The Comprehensive Plan called for steps to reestablish a Village Center in the Town Hill neighborhood. The Mini-plan lays out a conceptual plan and provides a framework of revised regulations, targeted programs, and public investments to guide future growth in the area.



Housing Units in 2008

TOWN HILL VILLAGE PLAN GUIDING PRINCIPLES

- **Maintain village scale and compactness**
- **Promote walking, biking, and bus riding**
- **Create interconnectivity**
- **Minimize environmental impacts**
- **Promote mixed use and multiple residential options**
- **Preserve open space**
- **Calm traffic**

The Planning Process

Soon after adoption of the 2007 Comprehensive Plan, the Town planning staff, Anne Krieg and Kris Holtgren, began working with Town Hill residents in a series of community meetings that spanned nine months, starting in May 2008 and culminating with a community workshop in late February 2009. Experiencing significant development pressures and designated as one of the Town's growth areas in the Comprehensive Plan, Town Hill residents met with Town planners at the VIS Hall seven times to continue discussing neighborhood concerns about how the village should grow to create a vibrant community, while preserving its most valued aspects.

Elizabeth A. Della Valle, AICP, lead planning consultant for the Town's Comprehensive Plan, and Terrence J. DeWan & Associates, landscape architects, met with the neighborhood in September 2008 and January 2009 to discuss its concerns, examine characteristics of successful villages, and set guiding principles for Town Hill Village.

At the same time neighborhood discussions were taking place, the consultants were preparing a concept plan, based on village characteristics and guiding principles, to illustrate alternative approaches to parts of the plan in preparation for the community workshop. Shortly before the workshop, Hannaford Brothers notified Town planning staff of its intention to develop a 35,000 square feet (SF) neighborhood grocery store in Town Hill. In response, the planning staff and consultants prepared additional design alternatives for the Hannaford site to help focus discussion at the community workshop. See Appendix A.



More than 200 people showed up for the community workshop at the Mount Desert Island High School on February 11, 2009. Some people expected the workshop to focus on the Hannaford proposal and left after an outline of the evening's agenda clarified its focus on the overall Town Hill concept plan and a brief presentation about the guiding principles and plan. The nearly 100 people that remained broke into 10 small groups of 83 participants, with approximately another 15 people floating from group to group to observe the conversations. Participants included approximately 68 Bar Harbor residents, 44 of whom were residents of the Town Hill neighborhood.

Each small group was asked to review and discuss the concept plan and mark up preliminary sketches of the six “Pods”, or geographic areas of the village, discussing:

- what it liked about each Pod and how the plan addressed the guiding principles, themes, and/or desired qualities of a village;
- what it did not like about each Pod and why;
- which alternative it liked best for Pods 4 and 5 and why; and
- other suggestions about each Pod.

As each small group completed its review, sometimes coming to consensus about its recommendations, a group recorder presented major points to the larger group in a report out session. As time allowed, some groups also summarized their general reaction to the village design as a whole. Summaries of comments on the overall concept plan and each Pod are provided in Appendix B.

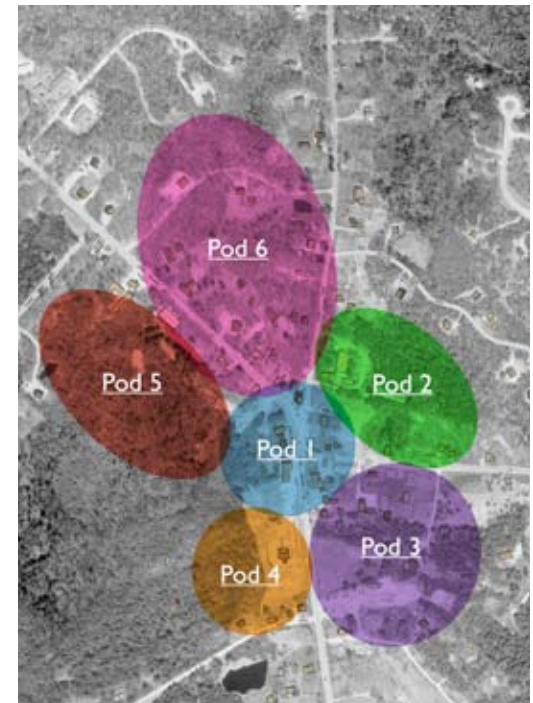
Based on input offered at the community workshop and direction by the planning staff, who continued to discuss the concept plan with the community, the consultants revised the plan and prepared the set of implementation strategies described in this report. The next step in the process will include a review of this report, the concept plan, and the implementation strategies by the Planning Board and Town Council.

The planning staff has continued to work closely with the consultants to prepare an amended Land Use Ordinance (LUO) to implement the plan. Both the Town Hill Mini-plan and LUO amendments will be revised based on Planning Board and Town Council direction and, if finalized by June, will be brought

forward for consideration and adoption at the fall Town Meeting. The Town believes it is critical to put an amended LUO in place as soon as possible, so the community will be prepared to respond to future development projects that could either advance or undermine the Town Hill Mini-plan.



Over 100 people took part in the Town Hill Community Workshop on February 11, 2009, at the MDI High School.



For planning purposes, Town Hill Village was divided into six “Pods”, or geographic areas.





Description of Town Hill Mini-plan

The Town Hill Mini-plan was prepared under the direction of the 2007 Comprehensive Plan² to guide development in the Village over the next four to five decades. The Mini-plan includes and is consistent with a number of policies and strategies included in the Comprehensive Plan, which are highlighted throughout this report.

²Strategy 2D2 – Study the village(s) of...Town Hill to identify which features, structures, and visual aspects should be preserved, prepare and adopt standards in the LUO, and expand design review to those areas.

POD 1

Existing Conditions



Village Concepts

Pod 1 is the business/civic core of the Village Center, made up of small business clusters near Town Hill Market. A small green, reclaimed from the former intersection of Route 102, Knox Road, and Crooked Road, will become the focal point for Town Hill. A new road connecting Knox and Crooked Road will provide frontage for additional small scale businesses. A bus shelter for the Island Explorer will reinforce the image of Town Hill as a destination on MDI while providing an alternative form of transportation for residents. Sidewalks, crosswalks, street trees, sculpture, and other pedestrian amenities between the market and West Eden Common will encourage people to walk throughout the Village. Additional traffic calming measures include channelized traffic flow, definition of the Town Hill Market parking lot; and additional on-street parking.



POD 2

Existing Conditions



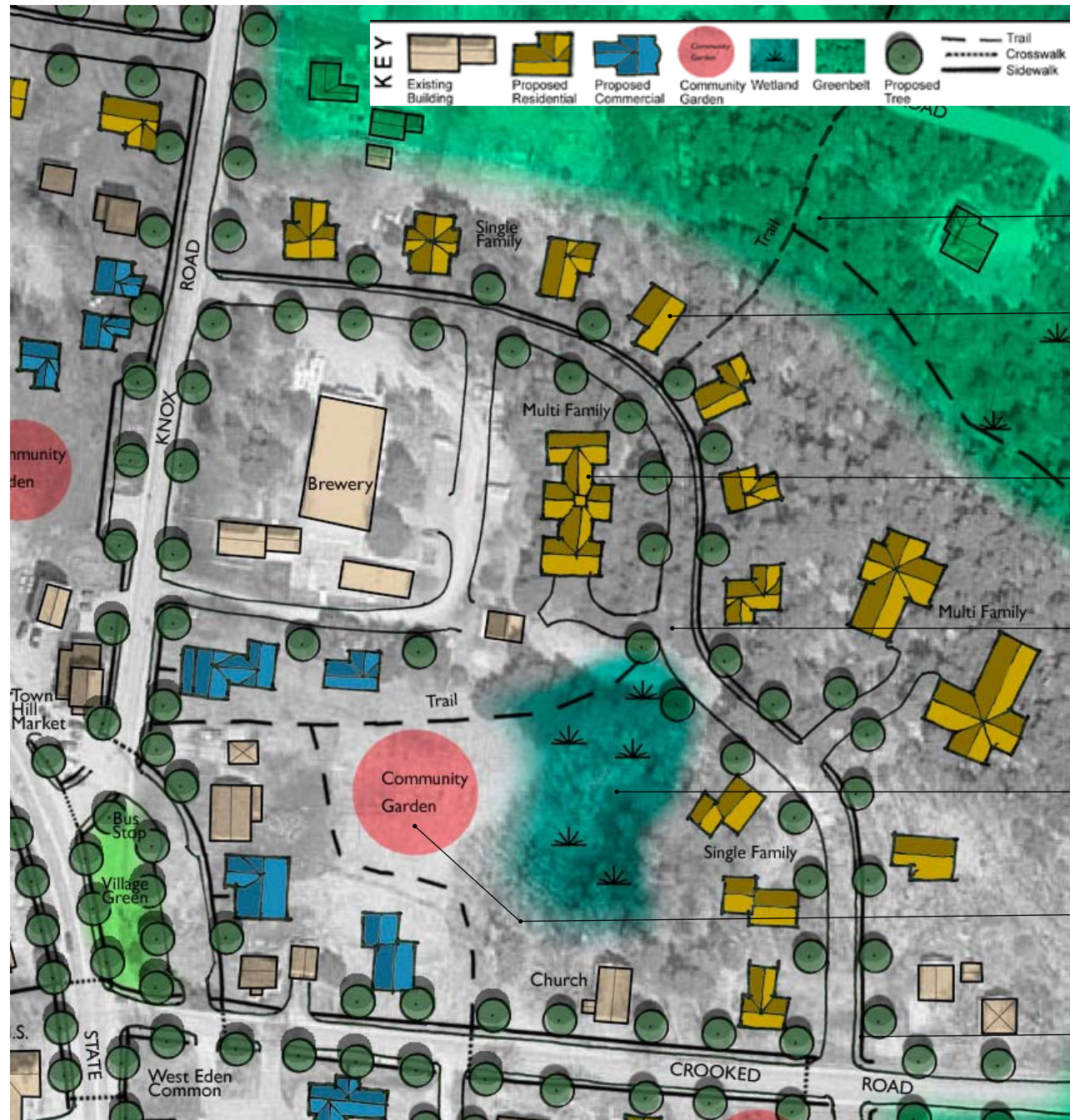
Village Concepts

In Pod 2 infill cottages and small scale multi-family housing will help build a critical mass of residents that frequent the Village Center. Pathways and sidewalk connections will encourage greater foot traffic within the Village and to surrounding land uses. Interconnected streets will be designed for low speed and visual interest, providing alternative routes for pedestrians, cyclists, and motorists. New roads will avoid wetlands, significant structures, and other sensitive environmental features. Pod 2 will offer recreational opportunities and enhanced connections to nature.



POD 2

Concept Plan



Trail Connections

- Establish/maintain trail connections between existing and proposed housing

Single Family Homes

- 10K SF lots on sewer or community septic, or 20K SF with on-site septic
- Small scale cottages, narrow end oriented to street, encourage porches, shared drives

Multifamily Housing

- Designed to resemble attached single family homes or extended farmhouses
- Used as a buffer between brewery and single family homes

Low Speed Roadway

- Designed with horizontal/vertical curves to discourage speeding and shortcuts
- Sidewalks on at least one side of road
- New street trees if existing trees are not adequate for shade/scale

Wetlands

- Preserve, buffer, and incorporate into village plan
- Avoid when siting roads and buildings

Community Gardens

- Establish small community gardens on good soil within walking distance of each neighborhood

Pedestrian Amenities

- Provide sidewalks, crosswalks, and trails to encourage walking in Town Hill

POD 3

Existing Conditions

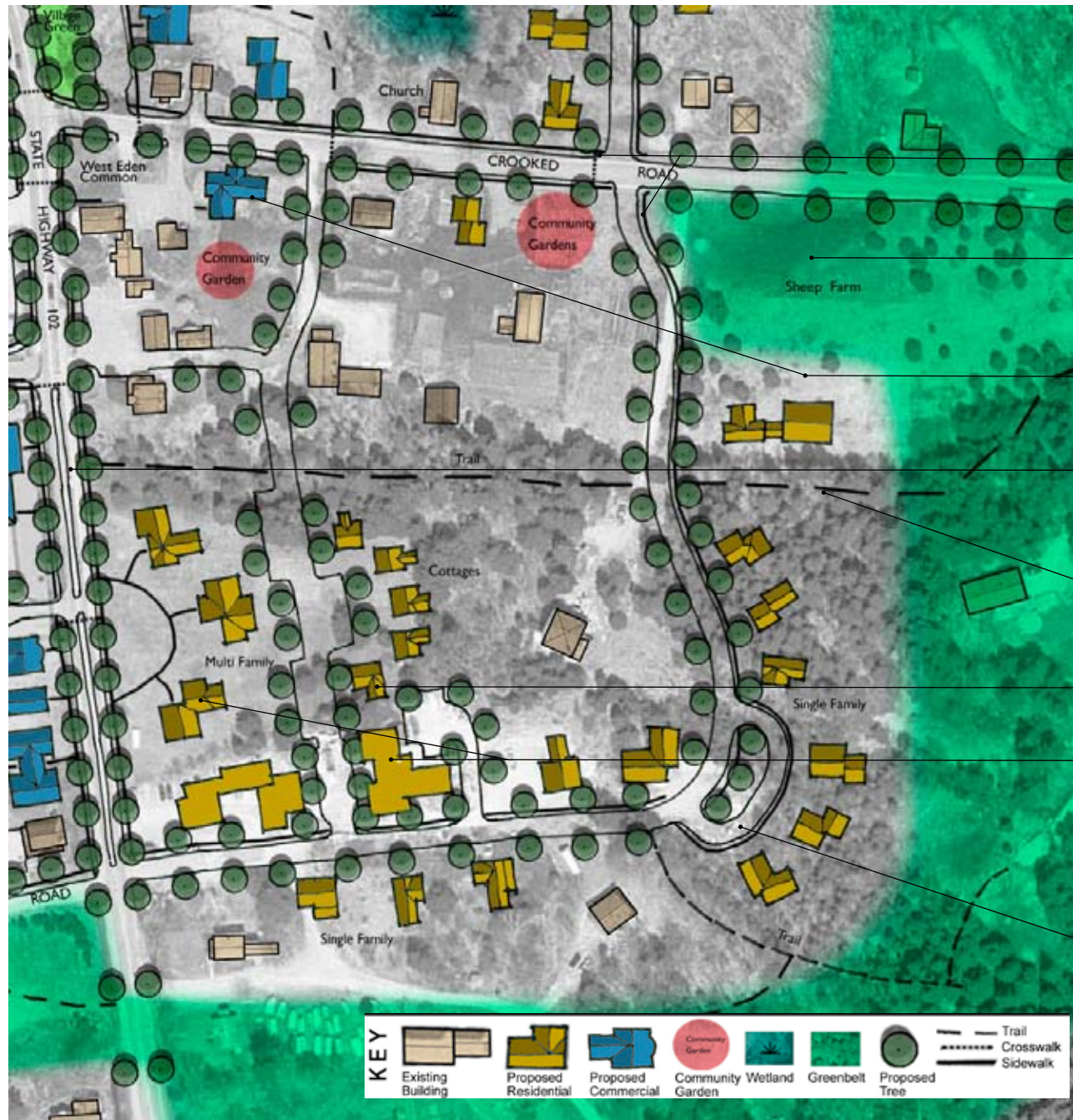


Village Concepts

Pod 3 includes a variety of village scale development opportunities integrated with open space. West Eden Common can be expanded with a few additional mixed use/small business structures, following the eclectic style that is a hallmark of Town Hill. Infill housing and small scale mixed residential, multifamily, and small cottages will expand the critical mass of residents that frequent the Village Center. The sheep farm will be preserved as part of a greenbelt that defines the outer edge of the Village. The forestland south of West Eden Commons will be preserved as a buffer between the commercial and residential parts of Pod 3. Multifamily housing in a variety of configurations will be located near Route 102 but will be set back from the road to create common greens. Dead end streets will be eliminated to encourage improved traffic circulation, alternate routes around the Village, and safe pedestrian movement. New roads will be interconnected, relatively narrow, and designed for slow speed. Sidewalks, pathways, and strategically located crosswalks will encourage pedestrian movement.

POD 3

Concept Plan



Pedestrian Amenities

- Provide sidewalks, crosswalks, and trails to encourage walking

Sheep Farm

- Preserve open field as part of greenbelt
- Opportunity for new farmhouse / barn overlooking field

Mixed Use Development

- Additional small scale commercial / residential structures with common parking

Route 102

- Calm traffic with planted allees, sidewalks, and other improvements.
- Eliminate / combine curb cuts

Trail Connections

- Establish/maintain trail connections through preserved woods

Single Family Homes and Cottages

- Small scale homes in wooded setting

Multifamily Housing

- Designed to resemble attached single family homes or extended farmhouses
- Preserve open space / incorporate connections to Route 102 sidewalk
- Reduce scale through building offsets and variation in height

Low Speed Roadway

- Designed with horizontal / vertical curves / eyebrows to discourage speeding and shortcuts
- Sidewalks on at least one side of road
- New street trees if existing trees are not adequate for shade/scale

POD 4

Existing Conditions



Village Concepts

Pod 4, anchored by the VIS Hall and a highly visible playground and expanded ballfield, will include a variety of residences, mixed uses, and small businesses, sometimes within single structure, all built at a compatible villagescale. Infill housing, affordable apartments above small businesses, small multifamily buildings, and cottages will build the residential base of the Village and help support local businesses. Traffic will be calmed by narrow, interconnected streets, curb-line bump outs, and amenities that reflect and support village life. Interconnected roads and sidewalks and strategically located crosswalks will encourage greater foot traffic within the Village and offer alternative pedestrian routes. Recreational opportunities and connections to nature will be increased and enhanced.



POD 4

Concept Plan



Mixed Use Development

- 2-3 story buildings to define Town Green
- Parking on street and behind buildings

Town Hill Green/Playground

- Highly visible focal point for Town Hill
- Defined by trees / 2-3 story buildings

Ball Field

- Relocated and expanded

Pedestrian Amenities

- Provide sidewalks, crosswalks, and trails

In-town Mixed Housing

- Small single family homes and duplexes

Expanded Commercial Core

- Use bank as an anchor, add mixed use development oriented to Route 102, with sidewalks and other streetscape improvements, common parking in rear
- Establish build-to line to create a significant presence on the street
- Follow design guidelines for all new commercial development

Route 102

- Calm traffic with planted allees, median strip, sidewalks, other improvements.
- Minimize/combine curb cuts.

Single Family Homes

- 10K SF lots on sewer or community septic, or 20K SF with on-site septic
- Small scale homes in wooded settings

Low Speed Roadway

- Interconnect roads designed to discourage speeding / shortcuts, avoid wetlands
- Sidewalks on at least one side of road



POD 5

Existing Conditions



Village Concepts

The preferred concept for Pod 5 includes small scale, mixed use development, infill housing, and an upgrade of existing structures along Route 102. New residents in cottages, apartments, and multifamily buildings will help support an expanded array of small businesses, some with affordable apartments on the second floor. New 2-3 story mixed use buildings, with common parking and well-defined landscaping, will add to the vitality of the Village. Roadway and sidewalk connections will encourage greater foot traffic while providing alternative routes around the Village and safe pedestrian movement. Natural features and large unfragmented blocks of habitat will be preserved to help define a greenbelt around the Village. Recreation opportunities and enhanced connections to nature will increase.

POD 5

Preferred Concept



Pedestrian Amenities

- Provide sidewalks and crosswalks on Route 102
- Establish / preserve trail connections to surrounding streets and activity centers

Route 102

- Calm traffic with planted allees, sidewalks, and other improvements
- Minimize/combine curb cuts
- Establish build-to lines for new buildings

Existing Development

- Infill with buildings of similar scale
- Encourage appropriate renovation with design guidelines
- Establish build-to line / prohibit parking in front of buildings
- Combine driveways where possible

Mixed Use Development

- Combination of residential/commercial structures built to village scale
- Establish architectural guidelines to reinforce the identity of Town Hill Village
- Use buildings to define streetscape
- Provide common parking behind buildings

Single Family Homes

- 10K SF lots on sewer or community septic, or 20K SF with on-site septic
- Village homes in wooded setting
- Avoid wetlands in the design of road system and homes

Ball Field

- Relocate and expand
- Integrate into new residential area



POD 5

Alternative Concept

An alternative design for Pod 5 has been prepared to guide the Town in reviewing plans for a possible Hannaford grocery store. The alternative concept anticipates a larger structure and offers a variety of architectural and site planning techniques to help the development better fit into the Village.

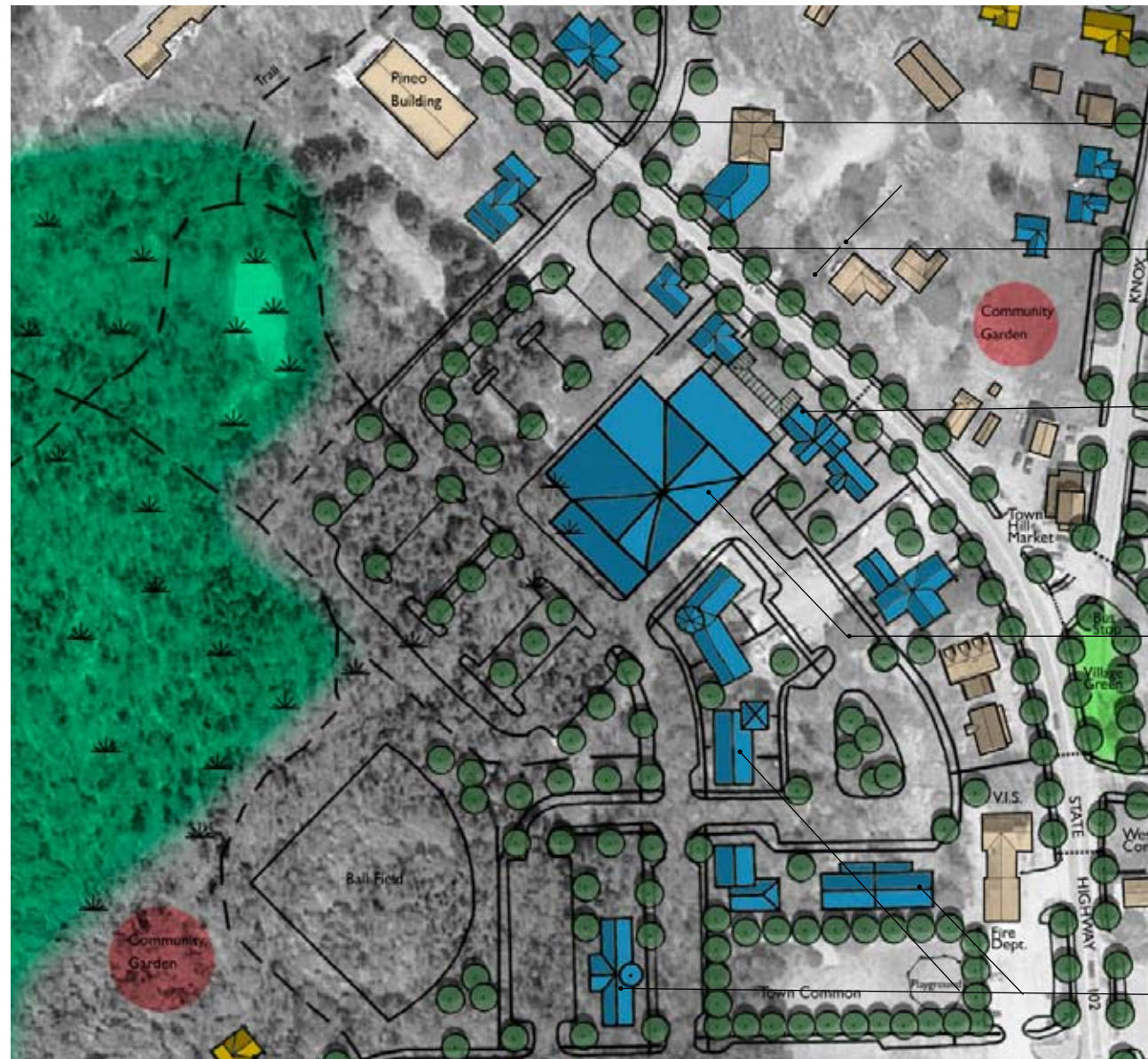
A new grocery store in New England built to a village scale. Design guidelines can be an effective tool in working with developers to achieve the town's vision for the future of Town Hill.



A large new community center has been successfully incorporated into this village setting by restoring existing homes along the street, connecting them to the larger building in the rear, and using them for offices and other functions. The same techniques might be an appropriate way to integrate a grocery store into Town Hill while preserving existing structures.

POD 5

Alternative Concept



Pedestrian Amenities

- Provide sidewalks and crosswalks
- Establish / preserve trail connections to surrounding streets and activity centers

Route 102

- Calm traffic with planted allees sidewalks, and other improvements.
- Minimize/combine curb cuts
- Establish build-to lines for new buildings

Existing Development

- Infill with buildings of similar scale along Route 102
- Encourage appropriate renovation with design guidelines
- Establish build-to line / prohibit parking in front of buildings
- Combine driveways where possible

Grocery Store

- Reduce scale through variations in roof lines, facade plane, detailing, plantings, and other architectural/site devices
- Retain and restore existing structures and add new infill buildings along Route 102
- Incorporate existing and infill structures into grocery store to minimize footprint
- Consider alternative location at rear of site
- Utilize low-impact development (LID) standards for stormwater management
- Screen loading / service areas
- Reduce scale of parking with plantings

Mixed Use Development

- Combination residential/commercial structures built to village scale
- Establish architectural guidelines to reinforce the identity of Town Hill Village
- Use buildings to define streetscape
- Provide common parking behind buildings



POD 6

Existing Conditions



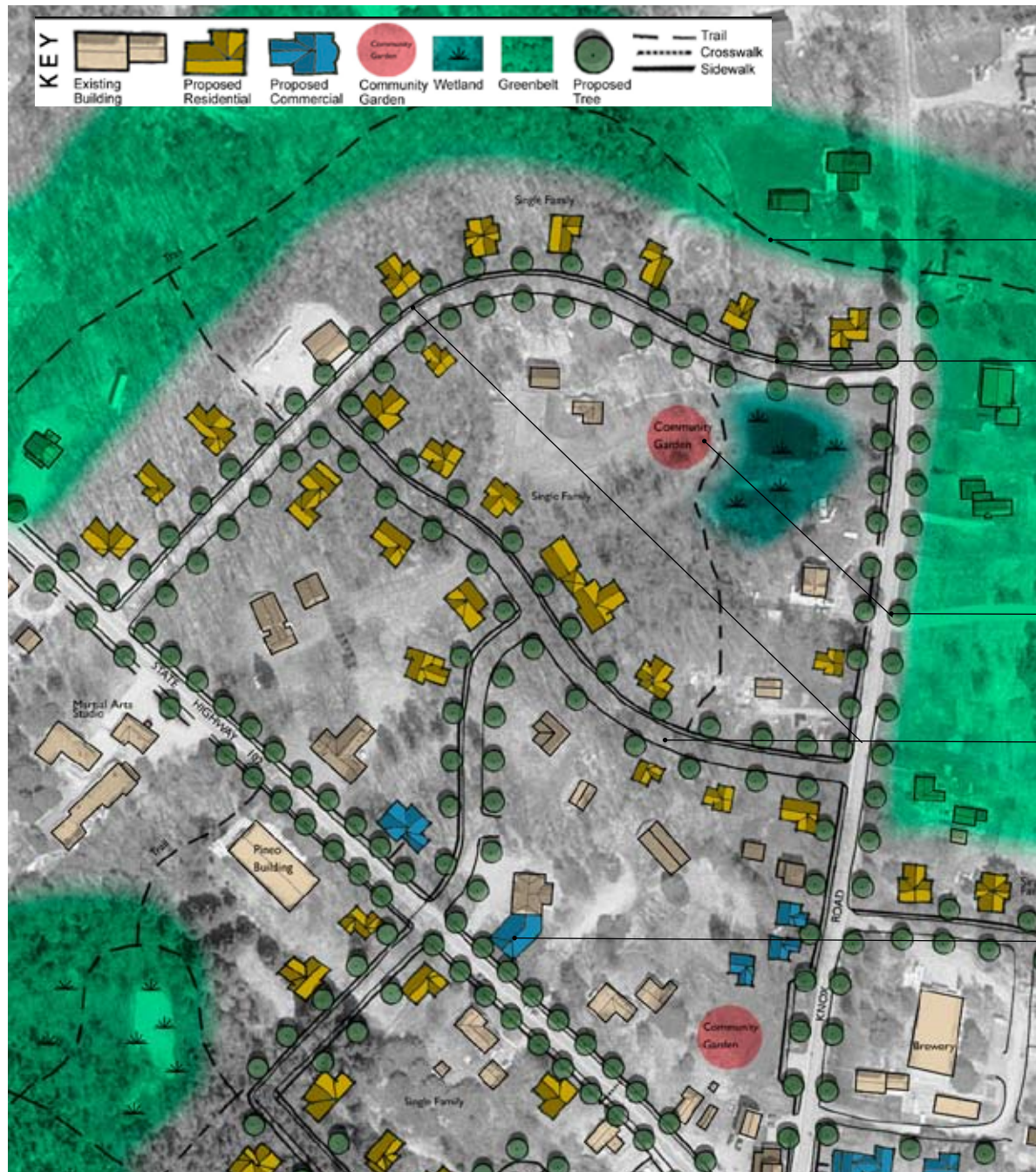
Village Concepts

Pod 6 will provide a variety of additional residential and small business opportunities. New development will include small scale homes in wooded settings, multifamily homes at roadway intersections, and businesses of a similar scale infilled along Route 102 and Knox Road. Pathways and sidewalk connections will encourage greater foot traffic within the Village and surrounding land uses. Interconnected streets will be designed for low speed and visual interest, providing alternative routes for pedestrians, cyclists, and motorists. New roads will avoid wetlands, significant structures, and other sensitive environmental features. Pod 2 will offer recreational opportunities and enhanced connections to nature. As in all the other pods, community gardens are located within easy walking distance in each new neighborhood.



POD 6

Concept Plan



Pedestrian Amenities

- Provide sidewalks and crosswalks
- Establish / preserve trail connections to surrounding streets and activity centers

Residential Development

- Small scale homes in wooded settings
- Multifamily at intersection: design to resemble attached single family homes or extended farmhouses
- 10K SF lots on sewer or community septic, or 20K SF with on-site septic
- Orient homes with narrow end to street
- Encourage front porches, shared drives

Community Gardens

- Establish small community gardens on good soil within walking distance of each neighborhood.

Low Speed Roadways

- Designed with horizontal / vertical curves / eyebrows to discourage speeding and shortcuts
- Sidewalks on at least one side of road
- New street trees if existing trees are not adequate for shade/scale





Route 102 Commercial Development

- Eliminate / combine curb cuts
- Infill with buildings of similar scale
- Encourage appropriate renovation with design guidelines
- Establish build-to line / prohibit parking in front
- Combine driveways where possible

**Bar Harbor
FUTURE LAND USE MAP
Revised Town Hill Village Area
May 2009**


Future Land Use Revised Growth Areas

Rural Areas


-  Rural
-  Critical Rural
-  Green Belt
-  Acadia National Park

Transitional Area


-  Rural Residential


-  Downtown Village

-  Halls Cove Village

-  Old Village

-  New Village

-  Town Hill Village

-  Institutional Campus

-  Light Industrial

Data sources:
Maine Office of GIS
Town of Bar Harbor

Map Created by:

www.spatialalternatives.com

Map Created: April, 2009

**Notes: Future Land Use information from Bar Harbor Comprehensive Plan.
All other data from Town of Bar Harbor and Maine Office of GIS.**

**Further detail about the data and analysis can be found in the
Town Hill Village Plan.**

0 500 1,000 2,000
Feet

IMPLEMENTING THE TOWN HILL MINI-PLAN

Zoning

Purpose and Limits of New Zones. The current Town Hill Business and Residential Corridor zones, which are laid out parallel to Route 102 with little depth back from the road, are a prescription for strip development. The Comprehensive Plan calls for replacing the current zones with shorter and wider nodes of development.³ Furthermore, the current Town Hill Residential and Rural zones encourage dispersed and sprawling development, which undermines the neighborhood's rural character.

The Town Hill Mini-plan implements a portion of the Comprehensive Plan's Future Land Use Plan and related policies and strategies to guide amended preservation and development standards in the LUO. These standards are intended to help create a year-round village that primarily serves Town Hill residents, with sensitivity to the need for greater density and standards that produce a high quality of place.⁴ The Mini-plan also defines the limits of the village with a greenbelt that marks the boundary between it and the surrounding Town Hill Neighborhood zone.⁵

Uses. Consistent with the Comprehensive Plan, the Town Hill Village zone is intended to permit a mix of uses nearly always found in a healthy village – a variety of housing types on relatively small lots – single family, duplex, cottage, small affordable multifamily, and mixed residential and business uses in a single structure. Public and community facilities, small scale retail and service establishments, offices, and other nonresidential uses⁶ are also intended to be permitted. Banks will continue to be the only uses

that are allowed drive through facilities. The LUO amendments will assure that nonresidential uses and seasonal interests do not undermine the creation of a year-round, family-friendly community.

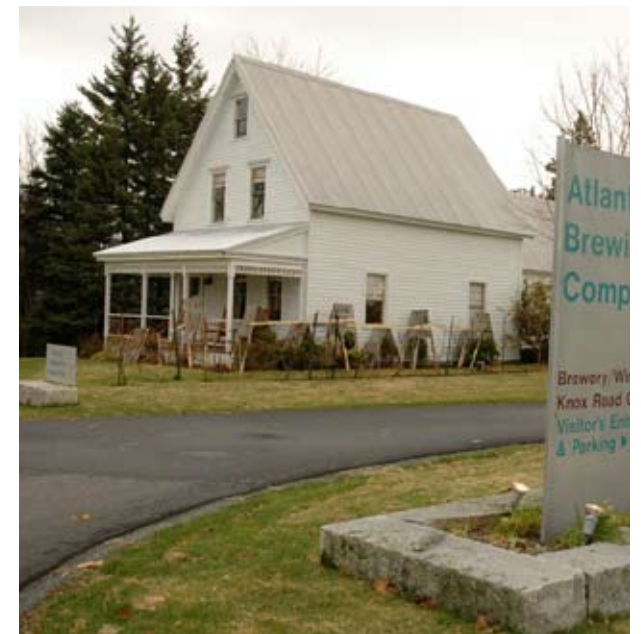
Small, clean industries, like the current Atlantic Brewery, will be allowed if they offer employment to village residents and meet good neighbor, design, and environmental performance standards. Lodging accommodations will be small. Weekly rentals will conform with town policy, limited to bed and breakfast establishments and those who claim a homestead exemption. The opportunity for large scale weekly rentals will be negated by size restrictions in the Town Hill Village zone.

³ Strategy 1H1 – Amend the LUO to replace lengthy linear commercial and residential corridor districts with shorter and wider nodes along Routes...102....

⁴ Policy 2G – To direct anticipated growth in population, commerce, and industry to suitable areas of Bar Harbor in ways that are compatible with its traditional character...It is essential that the Town understand the standards of design that will allow for greater density of development and produce desirable villages...They must demonstrate that a compact form of development will not threaten the value and character of established neighborhoods or natural systems...The approach to creation of TOWN HILL VILLAGE will be further refined in a future planning process.

⁵ Which is the remainder of the New Village district identified on the Future Land Use Map in the Comprehensive Plan.

⁶ Strategy 2G11 – In designated Town Hill village areas, the Town's land use policy permits smaller lot sizes and uses, similar to what currently exist in the areas. New nonresidential uses, including community facilities, small scale, retail, office, service, and other nonresidential uses appropriate to a village, shall be allowed. The array of allowed commercial and business uses shall be greater than that allowed in new village areas, although the scale and intensity of development shall reflect standards to assure that the uses are good neighbors to nearby residential neighborhoods and properties...



Space and Bulk Standards. Standards⁷ in the Town Hill Village zone will assure that new development is similar in scale to existing development. The Town Hill Village zone will allow a limited number of individual buildings up to 15,000 SF in footprint. Additionally, if the proposed use meets good neighbor, design, and environmental performance standards, then the Planning Board, under a newly created authority of a Commercial Planned Unit Development, may allow buildings in excess of this square footage. The Town may also want to adopt a floor area ratio to assure that new buildings are in relative scale with existing structures.⁹ As time allows, the Town should “measure” areas within the Town Hill Village zone, and elsewhere in the area, that reflect the desired scale for Town Hill, to “fine tune” the following standards, as appropriate.¹⁰



The Mini-plan includes approximately 115-134 new residential units and 20 to 25 new businesses over the next 4-5 decades.¹¹ Based on these figures and the approximate area of the Village, 84 acres, the allowed density in the Town Hill Village zone will be between 1.6 and 1.8 dwelling units per acre.

Minimum lot size will be 20,000 SF. Multiple structures will be allowed on larger lots in the spirit of the existing West Eden Commons.¹³ The number, total combined square footage, and configuration of all structures will be limited by the Design Review Board to create a similar scale and arrangement of structures.

Many buildings in Town Hill Village have historically been located close to the road. Setbacks will vary based on proposed building size. If a building is 10,000 SF or less, the front yard setback will be a “build-to” line, established at 25 feet. Side yard setbacks are intended to be 10 feet, although the Design

⁷ Strategy 2G9 – In designated new village areas...the Town’s land use policy permits smaller lot sizes...Development standards shall assure that any property that is converted or developed in these areas, especially in historic districts, maintains the existing placement and design of buildings, restricts the use of front yards for parking and storage, provides sufficient off-street parking, controls access to serve the new uses, is well landscaped and protects adjacent areas from adverse impacts of the change. New buildings must be compatible with the historic character in terms of scale, placement, and use of materials. Development proposals shall undergo design review to assure compliance with these standards and a safe, comfortable and attractive, pedestrian environment...

⁸ Strategy 3A6 – Encourage a geographically closer linkage between employment and housing opportunities by allowing mixed uses and higher densities of new, affordable residential development near employment opportunities in...areas of Town where both housing and job creation might work hand-in-hand...

⁹ Strategy 2B6 – Protect existing neighborhoods from infill developments that is out of scale with the area by requiring a standard to control the bulk of buildings, known as a floor area ratio performance standard

¹⁰ See Appendix C for guidance on how to fine tune standards to reflect desired building configurations.

¹¹ Approximately 27 new residential units by 2015; 55 new residential units by 2025; 83 new residential units by 2035; and 123 new residential units by 2050.

¹² Strategy 2G11 – In designated Town Hill village areas...Density of residential and nonresidential land uses shall reflect a higher density than what occurs in other parts of Town Hill. To this end, density of Town hill village shall be two dwelling units per acre where soils and nutrient loading allows.

¹³ The square footage of the existing 7 structures is nearly 9,000 SF. With the addition of another 2,800 SF building, the total square footage of the commons will be just under 12,000 SF.

¹⁴ Strategy 2B1 – Amend the LUO to...establish additional “good neighbor” standards to...screen and buffer views of parking lots, waste storage areas, and other uses of outdoor areas, reduce noise and glare, and otherwise minimize conflicts with residential uses when the commercial use abuts a residential district; strengthen regulations to maintain screening and buffers.

¹⁵ Strategy 2G11 – In designated Town Hill village areas...Development standards shall assure that any property that is expanded, converted, or developed in these areas, especially in historic districts, maintains the existing placement and design of buildings, restricts the use of front yards for parking and storage, provides sufficient off-street parking including satellite parking lots, controls access to serve the new uses, is well landscaped and protects adjacent areas from adverse impacts of the change. New buildings must be compatible with the historic character in terms of scale, placement, and use of materials. Development proposals shall undergo design review to assure compliance with these standards and a safe, comfortable and attractive pedestrian environment...

¹⁶ Policy 2F – To seek out information about flexible zoning techniques...On occasion, projects or development possibilities are proposed that do not fit the zoning requirements for the area. Because of the inflexibility in zoning, the project is discouraged or prohibited. Flexible zoning techniques could remedy this.

Review Board may allow zero lot line setbacks for commercial structures that maintain an appropriate scale and respect other design considerations reflected in the Mini-plan. If a building is greater than 5,000 SF, all setbacks will be determined by the Planning Board, coordinating with the Design Review Board, to provide appropriate screening of the larger structures from the street, other public areas, and surrounding properties, as well as to protect wetlands and vernal pools.

Building height will be capped at two to three stories, with provisions to allow up to four stories if approved by the Design Review Board, based on building design and protection of scenic views. If rooftop gardens or green roofs are proposed, the LUO will allow greater height, density, and/or building coverage.



Many buildings in Town Hill Village have historically been located close to the road.

In general, impervious lot coverage will be limited to 60% of the lot, but may be expanded to 75% if green roofs, rain gardens, and/or other low impact design techniques are proposed.

Good Neighbor, Design, and Environmental Performance Standards. The amended LUO will include new and/or revised good neighbor, design, and environmental performance standards to ensure that scale, lighting, glare, noise, traffic, hours of operation, buffer, and other standards are not overly restrictive, but provide adequate oversight to mitigate negative impacts on neighbors. Parking lots, waste storage areas, and other uses of outdoor areas are intended to be located, buffered, and screened from view. Noise and glare must be controlled to minimize conflicts with residential and other neighboring uses.^{14,15} Furthermore, the Town’s environmental standards and new Dark Skies Ordinance must be respected.

Alternative Zoning Techniques. As a longer term strategy, the consultants recommend that the Town adopt a form-based code for the Town Hill Village zone.¹⁶ A form-based code, sometimes referred to as form-based zoning or the New Urbanist’s Smart Code, is a method of regulating development to achieve a specific type of “place”. Form-based zoning puts a primary emphasis on physical form, the basic principle being that design is more important than use. Simple and clear graphic prescriptions for heights, placement, and other elements are used to control development. Land use is not ignored, but regulated using broad parameters that better respond to market conditions, while prohibiting undesirable uses.

The key components of form-based zoning are a regulating plan, building envelope standards, street and

sidewalk sections, architectural and site development standards, and definitions. The Mini-plan is the first step in creating a regulating plan, though it may not include enough information on permitted development for each specific lot. The Mini-plan guides the general development of public spaces – streets, parks, and community gardens. Building envelope standards would regulate future buildings with criteria for height, siting, and form. Because form-based zoning is crafted to result in the development, or maintenance, of a physical place, it is necessary to have a clear vision of that desired place to produce the code for each specific area. Form-based zoning can achieve a more predictable physical result, shaping a high quality built environment, if the community articulates a clear vision of the type of development it wants.

The Neighborhood zones will maintain residential density at current levels; however, a density transfer mechanism, or “offset fee,” will allow a developer

to increase proposed density up to the limit defined in the Mini-plan, in exchange for a specified fee per unit.^{17, 18, 19, 20} The amount of the fee per unit will be established, and updated periodically, based on guidance from an appraiser familiar with local real estate values to assure an appropriate assessment. The fee could be specified in the LUO or be established annually by the Town Council. Fees collected would be used to acquire targeted properties, conservation easements, and/or development rights. Discussion for implementation of this concept would not occur until the town prepares an Open Space and Recreation Plan.

In keeping with the Comprehensive Plan, the Conservation Commission would prepare an open space plan²¹ to guide acquisitions and targeted solicitations in the tradition of voluntary donations of open space²² within the Greenbelt zone. Furthermore, Greenbelt zone properties identified in the open space plan are intended to be added to the places eligible for acquisi-

¹⁷ Strategy 2G22 – Explore the use of a transfer of development, density transfer fees, and other creative techniques to lessen the impact of growth while providing a financial return to property owners in critical rural, rural, and rural residential areas.

¹⁸ See Appendix D for description of density transfer charges excerpted from the State Planning Office's 2004 report, “Transfer of Development Rights and Related Considerations”.

¹⁹ Gorham adopted a density transfer provision in mid-2006. The first subdivision to use the provision will undergo final review in May 2009. It will generate 4-5 additional units at a fee of \$15,000 per unit. The Gorham ordinance is in Appendix E.

²⁰ The fee would be based on an assessment, updated frequently, to capture changes in property values. If the fee is too high, developers will not avail themselves of the incentive. If it is too low, the Town may not generate adequate funds to acquire land, easements, and/or development rights.

Another technique is to remove the requirement that a Residential PUD in the rural zone be land that is continuous. By removing this restriction, a developer can “transfer” rights to another parcel and then conserve a greater amount of open space.

²¹ Strategy 1C2 – Prepare and adopt an open space plan that...identifies and establishes linkages among land currently in conservation easement and other key open spaces...

²² Strategy 1C1 – Continue to encourage voluntary protection of Bar Harbor's natural and cultural resources...



²³ Strategy 1C4 – Set aside funds, as available, in a “Favorite Places Fund”...to leverage other public and private funds...and/or may be used to directly acquire the fee or development rights of properties that include the Town’s most important natural, scenic, and cultural resources....

²⁴ Strategy 1C3 – Investigate the establishment of an open space lease program to preserve...resources that are not protected through voluntary or regulatory efforts.

²⁵ Strategy 1C5 – Prepare, adopt, and utilize impact fees...to supplement the “Favorite Places Fund”.

²⁶ Policy 2E – To continue allowing planned unit development (PUD), and in some cases requiring it, to...define boundaries of designated villages by providing visual breaks with natural and/or landscaped buffers...New subdivision applications in designated villages should be encouraged and applications in designated rural and rural residential areas should be required to prepare a sketch plan showing a planned unit development and clustered design...

Strategy 2E1 – Adjust the LUO...to improve its [PUD] functioning to accomplish the policies...of defining the boundaries of villages.

²⁷ Strategy 2G9 – ...Development proposals shall undergo design review to assure compliance with these standards and a safe, comfortable and attractive, pedestrian environment.

Strategy 1H2 – Develop a design plan and adopt revised standards...for scale, bulk, lot coverage, buffers, setbacks, parking, signage, lighting, and protection of viewsheds to guide the expanded design review process.

Strategy 1H3 – Extend design review...to include...the designated TOWN HILL VILLAGE...

²⁸ Strategy 1A3 – Manage future...development...to meet established performance standards that require sewer systems, community septic systems, and sufficient separated well and septic systems to...utilize other innovative waste disposal techniques or technologies...utilize shared septic systems and wells...



tion under the “Favorite Places Fund”,²³ and will be appropriate under the “open space lease”²⁴ and/or open space impact fee²⁵ programs.

Design Review for Commercial and Multifamily Development

The LUO will be amended to require design review for new construction, major additions, and/or renovation of properties in the Town Hill Village.²⁷ Design review standards will reflect the Mini-plan’s treatment of scale, bulk, lot coverage, buffers, tree preservation, setbacks, parking, utilities, service areas, sig-

nage, lighting, and protection of viewsheds as well as compatibility of building design with existing historic and traditional structures. Standards for multifamily and larger nonresidential structures will reflect local farmhouse or other architectural styles that maintain the traditional and historic integrity of the village.

Public Investments

The Comprehensive Plan continues strong Town support for protecting sensitive natural resources, particularly groundwater.²⁸ Part of the way the plan envisions doing this is by redirecting sprawling, low density development to compact, higher density

villages. However, the density necessary to support a village and protect groundwater requires close attention to how water will be supplied and sanitary waste will be disposed.

Since there is no sewer service at or reasonably close to Town Hill, options for handling sanitary waste are a prime concern for development of the village. There are three basic approaches to waste disposal: a) individual on-site septic systems, b) a public sewer system, and c) community septic systems that collect wastewater from a number of individual properties and dispose of it in nearby collective leach fields.²⁹ The life of a septic system depends upon soil conditions and how well it is maintained. A properly designed and installed system is expected to last 30 to 40 years; however, on-site soil and hydraulic conditions may significantly reduce the useful life of any

particular system. Homeowners are encouraged to inspect and pump out their septic tanks once every two years to maximize the life of their system. When homeowners do not follow these maintenance guidelines, groundwater quality may be compromised. At village densities, a public sewer and/or community septic system is more desirable.

The Comprehensive Plan directs the Town to plan for safe sewage disposal and other public investments to support development in villages.³⁰ It also directs the Town to expand sewer³¹ and public water³² systems in proposed villages, when appropriate. With a waste disposal plan in place, the Town could establish impact fees³³ and/or other mechanisms to help pay for creation of the systems and/or require private extension of lines once a system is in place.



²⁹ Possibly in open spaces within or near the Village.

³⁰ Policy 2H – To plan for safe sewage disposal and other public investments in designated VILLAGES...Town Hill...has neither town water nor sewer and poor soils in many areas...It is recommended that the Town Council and residents investigate at what point the area will need a water, sewer system, and/or decentralized waste water disposal systems, police station, increased fire protection, a traffic plan, and recreational or common areas.

Strategy 5C3 – Continue to research alternative sewage treatment techniques and amend the LUO as appropriate.

³¹ Strategy 5C2 – Expand the sewer system within designated VILLAGES...as needed to support planned, compact development patterns that protect groundwater resources.

³² Strategy 5G2 – Expand the water system within designated VILLAGES...as needed to support planned, compact development patterns that protect groundwater resources.

³³ Strategy 5I1 – ...consider impact fees and other techniques to limit the use of Town bonds for major or unanticipated projects but also to maintain the Town's high bond rating.



In response to these priorities, realities, and policies, the Town has pursued two initiatives to prepare a more detailed infrastructure and budgeting plan for Town Hill Village. The first is to revise the model that has been used to predict the impact of development on water resources in the Northeast Creek watershed. This model was originally developed by the US Geological Survey, Acadia National Park, and the Town in 2002, but requires refinement to more accurately reflect impacts on groundwater and surface waters in the watershed. The Town financially supported the update last year, but additional funding is required to complete it.

The second initiative is a sewer feasibility study for Town Hill to determine whether a sewer system, community septic systems, or another approach is the best alternative to individual septic systems to address waste disposal needs. This study would also identify the appropriate size of a potential system(s), standards for its development, and potential locations for such facilities.

Funding for both these initiatives was cut from the Planning Department's FY 10 budget request. Recognizing the current fiscal situation, it is imperative the Town find a way to support these initiatives in order to create a detailed infrastructure plan that will support orderly growth of the Village. Without a clear plan to address waste disposal for a compact village, the likely outcome will be continued sprawling, low density development that could cumulatively degrade water resources and be far more expensive to retrofit once it is in place.

In the meantime, the LUO is intended to be amended to require compliance with the Mini-plan, respecting site conditions while holding true to the concepts. Further amendment of the LUO will be necessary once the studies and a more detailed infrastructure plan are completed.



Road and Trail Interconnections

Traffic speed, public safety, and the desire to create a safer environment for pedestrians and bicyclist⁸ have been important driving forces in the development of the Mini-plan. As a result, the Mini-plan proposes a variety of techniques to slow traffic, including roadway neck downs, medians, sidewalks, planted esplanades, bike and walkway routes, speed tables, shallow building setbacks, as well as copious landscaping and pedestrian amenities. Alleés of trees, well-designed sidewalks, and buildings closer to the road will signal the start of Town Hill Village and alert drivers to the fact that they are entering and leaving a special place.

In addition to these traffic calming techniques, there is also a need for a well-developed network of interconnected streets³⁵ that offers alternative routes for both pedestrians and motorists.

While villages typically include few dead end roads, virtually all new roads in Town Hill are dead ends or cul-de-sacs. Narrow interconnected streets would also reduce congestion on main roads and generally help reduce travel speeds. Pedestrian amenities like sidewalks, crosswalks, landscaped esplanades, pedestrian-scaled lighting, and street furniture, described more fully in the next section, will also contribute to the village atmosphere and provide visual cues to encourage drivers to slow down.

The amended LUO will require roads to follow the framework of the Mini-plan, allowing for adjustments as more detailed site conditions (such as wetlands, significant trees, and rock outcrops) become available, while holding true to its concepts. Street standards will require narrow roads that are designed to manage travel speed and discourage cut-through traffic. In cases where a new road does not connect to another street because one or more properties are located between it and the street, it is intended to be extended in the future, either by the Town or private developers. Notation will be required on subdivision plats, site plans, and deeds for individual parcels to notify future residents and land owners who may be affected by road interconnections.

To encourage a healthy community, the Mini-plan calls for the maintenance of existing trails and the construction of sidewalks, walking paths, and bicycle routes to support alternative means of travel for pedestrians and bicyclists^{36,37}. The LUO will provide incentives, like reduced setbacks and/or increased impervious cover standards, in exchange for construction of and public access to foot and/or bike paths between developments and other public ways.³⁸

³⁴ Strategy 7D1 – ...plan and construct improvements for a pedestrian friendly downtown, and a bicycle friendly town.

³⁵ Strategy 1G3 – Reduce vehicle emissions by selectively constructing or encouraging construction of roadways that improve circulation for residents within the community and reduce travel time on major arterials while minimizing cut-through traffic in residential neighborhoods, generally requiring new subdivisions to provide interconnected roads within and connecting to streets in designated VILLAGES...

³⁶ Strategy 1L3 – Develop a plan for park, open space, and pedestrian and bicycle access in designated villages...and work toward future development of pedestrian/bicycle/multi-use trails either along or off roadways in all areas of the community.

³⁷ Strategy 7F4 – Include bicycle lanes in any major road project, when rights-of-way are available or pursue easements.

³⁸ Strategy 1L2 – Maintain and, where appropriate, improve incentives in the LUO for footpath and/or bike path construction between developments, including but not limited to exempting the trail from setbacks and lot coverage requirements.



The Town should work with the Maine Department of Transportation (MeDOT) to design and construct traffic calming techniques, sidewalks, crosswalks, and bike lanes in Town Hill, and to redesign and reconstruct the intersection of Routes 102, Knox Road, and Crooked Road to improve the safety of turning movements, channel traffic, and provide opportunities for safe pedestrian crossings. They should also install crosswalks on local roads.

Plantings and Streetscapes

The LUO will be amended to require landscaping and other improvements to create attractive, pedestrian-friendly streets throughout the Village in confor-

mance with the Town Hill Mini-plan.³⁹ Streetscapes will include sidewalks, landscaped esplanades, pedestrian-scaled lighting, street furniture such as benches and trash receptacles, artworks, and curbing where appropriate. Landscaping should include shade trees⁴⁰ as well as ornamental trees, flowering shrubs, perennials, ornamental grasses, and ground-cover. Plant material should be selected for hardiness, minimal maintenance, tolerance to disease and insect infestation, and seasonal interest.

The Town should work with the MeDOT to install appropriate streetscapes, and landscaping at appropriate locations on state roads and install crosswalks on local roads.⁴¹

³⁹ Strategy 2A2 – Continue and increase investment in streetscape and pedestrian improvements in both residential and business districts.

⁴⁰ Strategy 1E6 –...The Town will use native species in all municipal projects where feasible and practical.

Strategy 1G6 – Maintain existing shade trees and plant new ones as part of streetscape improvement projects in designated VILLAGES...amend the LUO to require developers to plant shade trees as part of landscape plans for new development...Use native species in such planting.

⁴¹ Strategy 2A2 – Continue and increase investment in streetscape and pedestrian improvements in both residential and business districts.

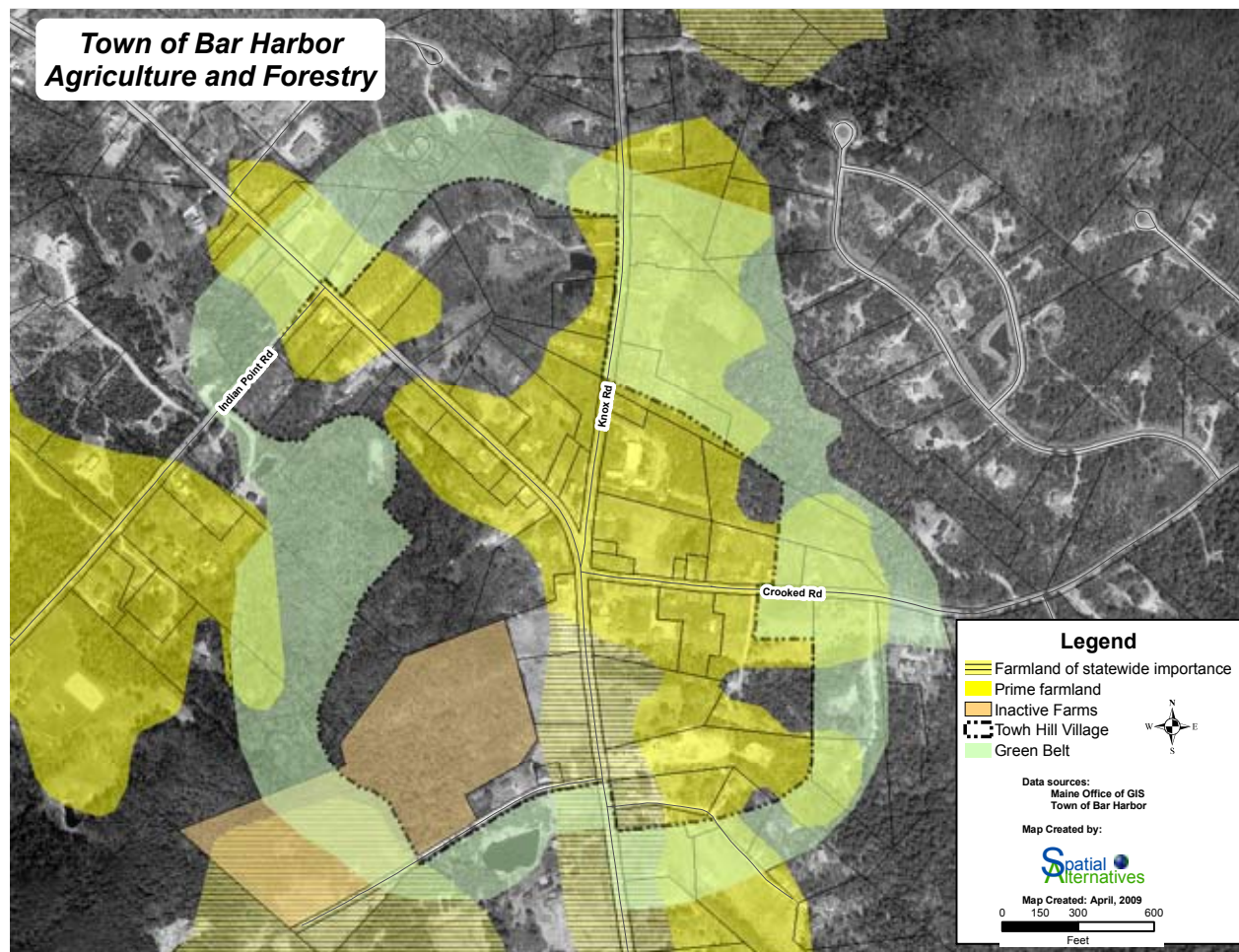


Allees are often located on both sides of the road at the entrances to villages to alert drivers to the fact that they are coming into a special place. This allee currently exists along one side of the road along Route 102.

Open Space, Community Gardens, Greens, and Play Areas

Open spaces, community gardens, greens, and play areas are important elements of the Town Hill Mini-plan. Green infrastructure is critical to creating a high quality of life in the Village. True to its roots as a rural village, much of the existing Village and surrounding areas were built on prime farmland soils.

The Comprehensive Plan recognizes that some prime farmland soils will be developed under its growth strategies and encourages the minimization of this loss. Portions of the Greenbelt zone include prime farmland soils.^{42,43} Furthermore, the Mini-plan calls for the establishment of community gardens within walking distance of each Pod, many of which will be on prime farmland soils.⁴⁴



⁴² Strategy 2G17 – The pattern of future development laid out in this policy will involve the development of farmland soils...To minimize the loss of these lands, the Town shall within designated VILLAGES, encourage the use of traditional neighborhood design, PUDs, and other measures to preserve these important areas, and interconnect the resulting place in carefully laid out open space plans...

⁴³ The boundaries of the Greenbelt zone could be expanded to encompass additional, contiguous areas of prime farmland soils.

⁴⁴ Strategy 1D6 –...designate community gardens and community farms as an allowed use of preserved open space in planned unit developments...

As the Conservation Commission prepares an open space acquisition plan to guide purchases in the Greenbelt zone, prime farmland soils would be identified as one of the priorities for acquisition.⁴⁵

The Mini-plan identifies opportunities for parks, open space, and pedestrian and bicycle access in Town Hill, as directed by the Comprehensive Plan.⁴⁶

While the Town should continue to encourage land owners to donate key properties in keeping with an established tradition of generous community-mindedness, it would also include plans to acquire and create parks identified in the Mini-plan within its ongoing Capital Improvement Plan (CIP).⁴⁷

One of the options for Pod 4 includes the possible relocation of the playground and ballfield to support a better overall land use and circulation plan. Relocation of the newly completed playground, in particular, was a major focus of discussion at the com-

munity workshop. If this facility is moved, it should be relocated to a prominent and highly-visible site that underscores the importance of families to Town Hill Village. Moving the playground further from Route 102 would provide it greater protection from traffic in more comfortable surroundings. Likewise, the ballfield could be reoriented and expanded if it were to be moved to a new location. The LUO should be amended to require the construction of a new playground in the new location, prior to removal of the existing playground.

Historic Resources

While no properties in Town Hill are included in the National Register of Historic Places, the Village is blessed with a number of historically valuable structures, including but not limited to the VIS Hall, Federated Church, Collier House, and others

⁴⁵ Strategy 1C2 – Prepare and adopt an open space plan...that not only identifies and establishes linkages among land currently in conservation easement and other key open spaces...

⁴⁶ Strategy 1L3 – Develop a plan for park, open space, and pedestrian and bicycle access in designated VILLAGES...and work toward future development of pedestrian/bicycle/multi-use trails either along or off roadways in all areas of the community.

⁴⁷ Policy 1L – To encourage development of additional walkways, public parks, and nature trails in Town. As development affects the rural districts and outlying villages, the Town should consider further development of public pathways and parks...Residents of outlying villages have a good opportunity to establish such parks before increased development occupies potential sites.

Strategy 1L7 – Identify locations, acquire property, and construct new parks and athletic fields in designated VILLAGES to sufficiently serve the Town.

Strategy 5D3 – Include in the CIP and annually appropriate funds to acquire property and invest in facilities and equipment to meet the Town's needs.





that provide a unique character to the Village. These resources should be protected by an amended LUO through new standards for landscaping, setbacks, and required design review^{48,49} that addresses building placement and exterior modifications in keeping with the historic context and through designation of a historic district,⁵⁰ if deemed appropriate after updating the Town's 1976 Historic Building Inventory.⁵¹ The Town should continue to explore incentives that encourage owners to restore them or make any modifications that respect their historic character.

Affordable Housing

As described in the section on Zoning above, the LUO will be amended to allow a variety of housing types on smaller lots, including small apartment buildings and affordable apartments above small retail and service establishments.⁵² In addition to these regulatory techniques, the Town should investigate the use of tax increment financing and other tools in partnership with others, as appropriate, to support development of affordable units.⁵³



⁴⁸ Strategy 1J2 – Amend the LUO and building permit ordinance to require development proposed within or adjacent to designated historic sites or districts and identified archaeological sites in designated VILLAGES...to...provide landscaped buffers along adjacent property boundaries at twice the width of required rear and side yard setbacks of the underlying zoning district and to undergo design review...investigate methods to promote and encourage the maintenance and improvement of historic properties to avoid the need for demolition due to the building's disrepair...provide density incentives to help preserve designated historic buildings as part of a Planned Unit Development application (PUD)...apply the US Secretary of the Interior's standards for historic districts and historic properties for additions, partial demolitions, and infill development.

⁴⁹ Strategy 2G11 – In designated TOWN HILL VILLAGE AREAS...Development standards shall assure that any property that is expanded, converted, or developed in these areas, especially in historic districts, maintains the existing placement and design of buildings, restricts the use of front yards for parking and storage, provides sufficient off-street parking including satellite parking lots, controls access to serve the new uses, is well landscaped and protects adjacent areas from adverse impacts of the change. New buildings must be compatible with the historic character in terms of scale, placement, and use of materials. Development proposals shall undergo design review to assure compliance with these standards and a safe, comfortable and attractive pedestrian environment.

⁵⁰ Strategy 2G10 – TOWN HILL VILLAGE AREAS...Historic districts shall be established in TOWN HILL VILLAGE AREAS, if appropriate.

⁵¹ Strategy 1J3 – Update the 1976 Historic Building Inventory and, as appropriate, designate historic districts in portions of...Town Hill.

⁵² Policy 6A – To increase the number of affordable rental units.

Policy 6B – To encourage more affordable housing so that at least 10% of newly constructed units are affordable to low and moderate income residents.

Strategy 6B3 – Investigate techniques and other strategies to promote affordable housing and

amend the LUO to: increase density, reduce frontage requirements, and allow mixed use in designated VILLAGES...

⁵³ Policy 6D – To encourage, support, and where appropriate, use state efforts including but not limited to tax increment financing (TIF) to encourage construction of affordable housing.

⁵⁴ Strategy 1I2 – Amend the LUO to require new, nonresidential uses and existing nonresidential uses that propose extensive alteration or renovation to build parking lots behind or to the side of buildings.

Strategy 2B1 – Amend the LUO to...locate parking behind the building, where possible. If adjacent to a residential use, parking lots will be screened from the use with landscaped buffers; establish additional “good neighbor” standards to screen and buffer views of parking lots....

⁵⁵ Strategy 1G1 – Amend the LUO to include...reduced parking requirements if employers develop and support a travel demand management program that encourages their workers to carpool or travel to work by bus, bicycle, on foot, or by other means of transportation than single occupancy vehicles.

⁵⁶ Strategy 2G11 – In designated TOWN HILL VILLAGE AREAS...Development standards shall assure that any property that is expanded, converted, or developed in these areas...provides sufficient off-street parking including satellite parking lots, controls access to serve the new uses, is well landscaped and protects adjacent areas from adverse impacts of the change...

⁵⁷ Strategy 7D1 – ...Seek professional assistance to guide...expanded Island Explorer routes connecting the waterfront, open spaces and parks, neighborhoods, jobs, schools, Downtown and villages. Investigate the possibility of a park and shuttle system...

Strategy 1G2 – ...Work with the National Park Service, EPA, Federal Highway Administration, Maine DOT, DEP, Chamber of Commerce, and others to expand Island Explorer routes to provide alternative transportation for residents and workers within the community.

Parking

The LUO should be amended to require that parking lots be sited at the rear or side of new or extensively altered or renovated projects⁵⁴ and meet design standards to buffer and screen nearby residents from negative impacts. Furthermore, the LUO will be amended to reduce parking requirements for employers that adopt and support strategies to reduce the need for parking, including but not limited to programs that encourage carpooling or traveling to work by bus, bicycle, on foot, or by other means⁵⁵ or that contribute to the construction of satellite parking lots.⁵⁶

Bus Service

The Town should work with others to adjust bus routes for the Island Explorer to provide drop off and pick up locations in Town Hill Village. Bus stops are intended to provide safe, convenient, comfortable, and attractive locations for riders as one means to encourage alternative ways to travel to and from the Village and help reduce the amount of parking in the Village.⁵⁷



Economic Development

To help ensure the continued economic success of Town Hill Village, the Town should prepare a plan in the near future, to guide economic development efforts and balance the needs of area residents with market interests.

Benchmarks

Based on input in the process of preparing the Mini-plan and in keeping with the spirit of the Comprehensive Plan, the Town is intended to amend the benchmarks of Strategy 2J2 to clarify that the 70% growth objective for the Town Hill area be broken into 60% for the Town Hill Village and 40% for Town Hill Neighborhood zones.⁵⁹

Red Rock Corner

The Comprehensive Plan envisions additional village mini-plans in the community, including Red Rock Corner. As part of the community conversations about the Town Hill Mini-plan and the proposed Hannaford grocery store, some suggested Red Rock Corner as a more appropriate location. While some members of the community may support this position, based on the direction established in the Comprehensive Plan, a 35,000 square foot building off Route 102 may not be appropriate.⁶⁰ If the Town wants to allow similar larger scale retail projects in Red Rock Corner, it should embark on a thoughtful conversation in the near future and be prepared to amend the Comprehensive Plan and LUO accordingly.

⁵⁸ Strategy 3A7 – Prepare an economic plan for Town Hill to balance the service needs of the area with the desire of the residents who live there to create a village environment.

⁵⁹ Strategy 2J2 – Adopt benchmarks for Bar Harbor's ten-year planning period to include:

- 70% of growth occurs in designated VILLAGES and INSTITUTIONAL CAMPUS AREAS,
- 20% or less growth occurs in designated RURAL RESIDENTIAL AREAS
- 10% or less growth occurs in designated RURAL AREAS
- 90% of new accepted public roads and 70% or more of new roads constructed occur in designated VILLAGES, INSTITUTIONAL CAMPUS, and LIGHT INDUSTRIAL AREAS
- 40% of new development served by public sewer and/or water
- 10% or more of new year round housing affordable to those making 80% to 120% of the Town's median household income
- 10% or more increase in amount of land permanently protected and at least 50% of key areas designated as CRITICAL RURAL successfully protected
- No decrease in number of active farms and no more than a 10% reduction in the amount of productive farmland

⁶⁰ Strategy 2G11 – In designated TOWN HILL VILLAGE AREAS, the Town's land use policy permits smaller lot sizes and uses, similar to what currently exist in the areas. New nonresidential uses, including community facilities, small scale, retail, office, service, and other nonresidential uses appropriate to a village, shall be allowed. The array of allowed commercial and business uses shall be greater than that allowed in NEW VILLAGE AREAS, although the scale and intensity of development shall reflect standards to assure that the uses are good neighbors to nearby residential neighborhoods and properties. Existing nonresidential uses that are not necessarily neighborhood-oriented, particularly those located along Route 102, shall continue to be allowed. These, however, may only undertake limited expansion as part of overall renovation and maintenance necessary to allow for continued economic operation of the properties. Development standards shall assure that any property that is expanded, converted, or developed in these areas, especially in historic districts, maintains the existing placement and design of buildings, restricts the use of front yards for parking and storage, provides sufficient off-street parking including satellite parking lots, controls access to serve the new uses, is well landscaped and protects adjacent areas from adverse impacts of the change. New buildings must be compatible with the historic character in terms of scale, placement, and use of materials. Development proposals shall undergo design review to assure compliance with these standards and a safe, comfortable and attractive pedestrian environment... [emphasis provided by consultants].